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LAKE MINNETONKA





HOTEL VICTORIA, South End, on Sea, England.

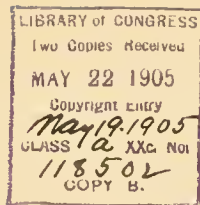
**Souvenir and Story of the Most
Popular Summer Resort
in the Northwest**

Lake Minnetonka

An outline of its Natural Beauty and Manifold Attractions

Published by S. E. ELLIS, Excursion Agt., Lake Minnetonka Transportation Co.,
Hotel Nicollet, Minneapolis, Minn.
Sent postpaid to any address on receipt of 25 cents.





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Minnesota's New State Capitol, St. Paul, Minn.

Corner Stone laid July 27, 1898. Height to top of ball on Dome 220 feet. Width central portion 228 feet. Length 432 feet. Cost \$4,500,000



Historical Sketch of Picturesque Lake Minnetonka.

None of the early explorers ever saw Lake Minnetonka. Their courses lay up the Mississippi and the Minnesota rivers, one east, the other west of that beautiful body of water. The Sioux Indians who, during a half century of fierce conflict with the Chippewas, had been driven from the shores of Lake Superior westward, made here their last stand before abandoning the forests to their enemies. Here in the "big woods" they fought, crimsoning the brooks and bays with their own and their enemies' blood, and here for a time they made a successful stand.

"Little Six," or Shakopee, with his band, who had welcomed the troops that came to build Fort Snelling in 1819, established themselves where the village of Wayzata is now located, and their teepees dotted the shore of the lake until the year 1862, when the band, taking part in the fearful massacre of the white settlers, abandoned the place and never visited their old haunts again. Shakopee, the younger, and Grey Iron, another Sioux chief, were hung at Fort Snelling for participation in the massacre.

The first white people who visited Lake Minnetonka were Joseph R. Brown, then a drummer boy in the Fifth Infantry, Joseph Snelling, a son of the commandant of the post, and another lad whose name is not known. They came in the year 1822 by following the course of the stream which, having its head at the lake in Grey's Bay, meanders for a distance of about thirty miles, toward the Mississippi, creating in its course the charming cascade of Minnehaha Falls, and eventually unites with the "Father of Waters," near Fort Snelling.

Franklin Steele and Martin McLeod, the one a post trader and the other a visitor at Fort Snelling, left the post in the summer of 1846, on horseback, with the intention of reaching and going around Lake Minnetonka. They, too, followed the course of the stream, and in due time arrived at the lake, where they camped. Resuming their journey the second day, they struck off northeast to Little Six's camp, but finding no one there—the Indians were absent on a buffalo hunt—they rode around that end of the lake and went west as far as the North Arm. Here they stopped, and came to the conclusion that the lake was much larger than they had anticipated, so turned about and rode back to the fort.

The next explorer, Eli Pettijohn, also came from Fort Snelling in 1850. Acting upon the advice given by some Indians who were familiar with the locality, he took a course which led him further south than the other had gone and reached the hills near the present site of Excelsior.

In April, 1851, a party of four men, among whom were Simon Stevens and Calvin A. Tuttle, left the two villages, St. Anthony and Albion, later Minneapolis, at the "Falls of St. Anthony," on an "exploring expedition," Lake Minnetonka being their objective point. They reached it at Grey's Bay, and finding the ice strong enough to bear them, crossed to Big Island. The next day they returned to "the falls." Soon afterward Stevens, Tuttle and Shaver made a claim at the point known as Minnetonka Mills and built there the first sawmill in Hennepin county erected by civilians.

Governor Alexander Ramsey, at the head of a larger party, came to the lake the next year and it is claimed that, at that time, he gave it its present title, "Minnetonka," signifying in the Sioux tongue, "Big Water." It is much more probable that the Sioux, who had bestowed appropriate titles on numerous other bodies of water in this locality, had named it long before the first white man reached its shores. The extremely favorable reports brought back by the Ramsey party, of the entrancing beauty of the lake, the fertility of the soil, and the wealth of timber which fringed its shores resulted in an influx of settlers during the next decade, who located at several points, the first comers taking claims at Wayzata and Excelsior.

Churches and schoolhouses were built, and general stores opened at different places. Birch bark canoes and primitive sailboats were the first means of transportation from shore to shore, but these soon proved inadequate to supply the traffic which had resulted from the growth of the "Excelsior Colony" at Excelsior, and villages of St. Albans and Wayzata.

In 1855, Rev. Charles Galpin, a Congregational clergyman, solved the problem by building a small stern wheel steamer, the Governor Ramsey, the first steamboat to ply the waters of the lake. She was constantly employed in passenger and freight traffic from that time until 1862, when she sank. Her machinery was removed and installed on a freight boat called the "Rambler." The completion of the St. Paul & Pacific—now the Great Northern Railway—to Wayzata, in 1867, made it possible for tourists to reach the lake by rail, and naturally resulted in making its charms as a fishing resort generally known. The first propeller on the lake was brought from Detroit, Michigan, by Chas. Gardner, a theatrical manager, and named for his daughter, "Sue Gardner." This craft was about thirty-five feet long and while still in a fair condition, in 1874, was removed to Lake City for use on Lake Pepin. The Katie May, built by Charles May, of Excelsior, in 1870, was of a more ambitious type than either of its predecessors, but unlike them was extremely unfortunate. While on a trial trip from Excelsior to Wayzata, its boiler exploded, killing two men, one of whom was a son-in-law of Capt. May, and the craft went to the bottom. It was raised, rebuilt, re-christened the Saucy Kate, and proved to be one of the staunchest crafts on the lake, and during its subsequent career safely carried thousands of passengers.

In the winter of 1875, the steamer Mary was built by Captain Frank W. Halsted near his home, "The Hermitage," in the upper lake, and in 1876 made its appearance as a passenger boat. Unfortunately it carried the same type of boiler as that which had proved

so disastrous to the Katie May, and like her was blown up, the accident occurring at the Hotel St. Louis dock, July 1, 1880. Two men were killed at that time, one being the engineer of the craft and the other a waiter at the hotel. She was rebuilt by Major Halsted, a brother of the original owner. The steamer May Queen, which was built by Capt. Rockwell in 1873, was in service until June 29, 1879. On that day, while docked at Rockwell's Island, in the upper lake, its boiler, of the same make as those on the Katie May and the Mary, "let go," killing the engineer and wounding its owner. Fortunately no other boilers of that type were left on the lake and no other explosions have occurred since that time.

About this time the era of big boats began. In 1878, Captain May launched the Hattie May, a stern-wheeler, 100 feet long and 18 feet beam, which in conjunction with the Saucy Kate, covered all the lake points, and met all of the trains.

In 1880 Captain May added the City of Minneapolis to his fleet. Several small crafts were built by other parties about this time, but the most ambitious project in boat-building was undertaken in 1880-'81, by Hon. William D. Washburn, soon after the completion of the Minneapolis & St. Louis railroad to the lake. He had the frame of a side-wheel steamer, 160 feet long, 48 feet beam, built at Jeffersonville, Indiana, transported to Lake Minnetonka and set it up there. On this frame the "City of St. Louis," which was conceded by experts to be the handsomest steamboat west of New Orleans, was built at a total cost of \$55,000, with a carrying capacity of 1,500 passengers. She made her trial trip July 9, 1881, was equipped with a band of music of 21 pieces, and had a fine restaurant aboard. Her running expenses were \$110 per day.

During that season, which lasted from July 9 to September 27, the total receipts from the sale of tickets and meals were \$40,000, leaving a very comfortable profit for the owner.

In 1882, James J. Hill and P. S. Davidson of St. Paul, built at Arlington flats, in Wayzata, where the Great Northern station now stands, a steamer which was of the type of the City of St. Louis, but larger, and called it the Belle of Minnetonka. The hull was constructed at that point, but the machinery came from the well-known Mississippi river steamer, Phil Sheridan, which had been dismantled at La Crosse in the autumn of 1881.

The Belle was 288 feet long, had a beam of 60 feet, cost \$40,000 and could carry 3,000 passengers. She was in service until 1887.

In 1883, Charles A. Zimmerman, of St. Paul, who owned some small steamers, and J. J. Hill, general manager of the St. Paul, Minneapolis & Manitoba railroad, pooled their steamer interests and the Minnetonka Navigation Company was born of the union. This company leased the City of St. Louis from W. D. Washburn and operated it for some time with their other craft.

The conflicting interest of the two companies operating steamers on the lake were finally merged in the Minnetonka Navigation Company, of which C. A. Zimmerman was manager, and J. R. Johnson superintendent. Commodore Johnson a year later purchased the interest of the Navigation company, rebuilt the Hattie May, rechristened her the Tonka, and put in commission the City of St. Louis, the Tonka, Saucy Kate, and the Alert.

The increase that year in the number of private launches and small steamers, all of which diverted trade from the large boats, reduced their income and hence Commodore Johnson thought it advisable at the end of the season to withdraw the Belle, the City of St. Louis, and some other steamers. Accordingly, in the winter he dismantled the Belle of Minnetonka, the City of St. Louis, the Lotus, the Dagna and the Alert.

Since that time some handsome steamers have taken the places of the old ones. In 1898, the Commodore built the Mayflower, which is 72 feet long, 11 feet beam, and will comfortably carry 150 passengers. The Saucy Kate, after gallant service, lasting nearly thirty years, was burned at Solberg's point in 1899.

The next winter the Tonka met a similar fate, but these misfortunes did not discourage their owner, and when the season opened he had another handsome boat, the Puritan, ready for the summer business. She was built in St. Alban's bay, is 85 feet long, 16 feet beam, and carries 300 passengers.

The next addition to his fleet was the Plymouth, which was launched in 1903. She can carry 200 passengers, is 85 feet long, 14 feet beam. Among the larger boats which are now in service on the lake are the Puritan, Plymouth, Mayflower and Acte. The number of private launches on the lake, most of them operated by gasoline, is 400.

The first hotel at the lake, the Excelsior House, was built by George Galpin, at Excelsior, in 1854. The original building afterwards became the kitchen of the reconstructed hotel. It was burned during the '70's. In 1879 and 1880, several hotels were built on the lake shore, the St. Louis, reached by the Chicago, Milwaukee & St. Paul railroad, on St. Louis bay; the Lake Park, now new Tonka bay; the Hotel Harrow, on Rockwell's Island, and the Arlington House, at Wayzata, being among the number. Cook's Chapman's and Bartlett's in the upper lake, and the Minnetonka House at Wayzata, are also among the early built houses.

The completion of the St. Paul, Minneapolis & Manitoba railroad to Minnetonka Beach resulted in the erection by that company of the largest hotel at the lake.

It was originally about 600 feet long and five stories high, but was added to several times until it reached a length of 900 feet. During the fall of 1897 it caught fire and was totally destroyed. The Lafayette Club House now occupies its site.

The other clubs at the lake are the Minnetonka Yacht Club, at Deephaven, and the Minnetonka Boat Club at Tonka Bay. Each of these latter clubs maintains a fine fleet of yachts, the sport being indulged in summer and winter. The Lafayette and the Minnetonka Yacht clubs have fine golf links and tennis courts in close proximity to their club houses.

Lake Minnetonka is today known throughout the length and breadth of the country as the most charming summer resort in the West.

Where Little Six's tepees sent aloft the camp fire smoke, forty years ago, summer cottages, exquisite in architectural design and equipped with modern conveniences, now stand. Fine hotels have replaced the birch-bark council house, and swift and commodious

steamers and launches have displaced the birch-bark canoes.

In many localities the timber is just as heavy as ever, the wild-wood as enticing, and the Indian "trail" as plainly visible. Once in a while one or two of the Indians, who were banished long ago, come back, not on a scalping expedition, but intent on tempting a dollar or two out of the white man's pocket for bead work that the squaws have fashioned. The cranes that have made their home at Crane Island ever since the first white settler came, are still there, blueberries and wildflowers hide in the woods, as ever, ducks and geese linger in the lake on their northern and southern flight, and thousands of singing birds people the timber on the lake shore. One can be in touch with the city anywhere on the lake and yet enjoy all the charm which comes from close communion with nature. The lake gives up every year to the angler's beckoning rod thousands of fish, bass, croppies, pickerel and the like, and yet retains other thousands that will be caught later.

Steamer Tour of the Lake.

Minnetonka in length is about 24 miles, its shore line over 300, is broken into bays with irregular shores, and containing many islands. Its waters are clear, pure and cool, and abound with fish. Its banks are generally high and rolling, and covered with a heavy growth of hardwood timber, consisting of maple, elm, oak, hickory, ironwood, basswood, etc. The forest surrounding it is known as the "Big Woods," which extend for 120 miles from what is commonly known as the Park Region of Minnesota, in which are embosomed hundreds of small lakes.

The eastern end of the lake lies within 12 miles of the city of Minneapolis, and 22 miles from St. Paul, and both the north and south shores are readily reached by fast and frequent trains from both cities during the outing season.

To those who have only a day to spend on Minnetonka, a tour on one of the steamers will give an excellent opportunity to view some of its charming scenery; it is a comfortable and delightful trip, and may be compared favorably to that among the Thousand Islands, which it resembles.

The excursion steamer Puritan usually leave Excelsior every morning during the summer at about 8 o'clock, running to Wayzata to meet the Great Northern train, on the arrival of which it runs to Hotel St. Louis, where it meets the Chicago, Milwaukee

& St. Paul train; thence to Excelsior and Tonka Bay, where passengers of Minneapolis & St. Louis trains are taken aboard; thence to Minnetonka Beach. From here it proceeds through the "Narrows" into Upper lake, passing Casco Point, Spray Island, Howard Point, Shady Island and Harrow House, Enchanted, Wawatassu, Eagle and Crane islands. Just opposite Crane Island once stood the Hermitage, which burned September 6th, 1901. The Puritan touches Cook's Bay and Mound City, located at extreme upper end of lake, returning via Zimmerman Pass, Wild Goose Island, Pelican Point, Phelps Island, Woolnoughs, Maple Heights, thence to Spring Park, where Hotel Del Otero is situated.

The return trip is usually by the same route and to the same landings as given above. The tour occupies about three hours and the distance covered is about 35 miles.

The tour is made in the midst of beautiful scenery that charms the eye and rests the senses, while it gives delight by constant change from wide expanse of water to narrow channels hedged in by magnificent foliage, in whose shade are situated the hundreds of beautiful summer homes. But by making this trip you see but one-half of the lake, though that is enough to make one wish to linger and enjoy its pleasures. There are many bays which rival in beauty those passed through in the ordinary excursion, which are accessible only to the small steam launch or to rowboats, and this is the best way to enjoy Minnetonka thoroughly.

It takes time to enjoy all the beauties and recreation presented to health and pleasure seekers by Minnetonka. There are pleasure excursions by daylight and moonlight on the steamers, sailboats and rowboats, picnics and merry lunches in picturesque nooks in the woods, the fishing trips to secluded bays, with a fish dinner and a nap in a wild spot on its banks; camping parties and rambles and rides through the forest; expeditions to the fields of water-lilies; evening excursions to fashionable hotels, where concerts and dance attract the gay world to enjoyment, and then there are occasional yacht races and rowing races, and the daily bath in the lake. What more could we desire?

Minnetonka is surrounded by rich agricultural lands, and much of it is devoted to fruit growing, gardening and the dairy. The land is very uneven and is largely devoted to the culture of grapes, berries, apples and other fruits, interspersed with dairy and stock farms. A drive through this region is a constant delight, from the numberless charming and picturesque views encountered on the way. The roads are good during the summer and they lead in all directions.

Pilot Rules

For the Great Lakes and their Connection and Tributary Waters as Far East as Montreal.

Corrected and Revised to apply to Boats on Lake Minnetonka.

Starboard—Right.

Port—Left.

All the rules relating to steam vessels in passing each other contained in the Pilot Rules for the Great Lakes and their connecting and tributary waters as far east as Montreal shall also apply to all vessels propelled by gas, fluid, naphtha, or electric motors, and between any of such vessels and steam vessels, navigating these waters.

Rule I. When steamers are approaching each other, "head and head," or nearly so, it shall be the duty of each steamer to pass to the right or port side of the other; and the pilot of either steamer may be first in determining to pursue this course, and thereupon shall give, as a signal of his intention, one short and distinct blast of his whistle, which the pilot of the other steamer shall answer promptly by a similar blast of his whistle, and thereupon such steamers shall pass to the right or port side of each other. But if the course of such steamers is so far on the starboard of each other as not to be considered by pilots as meeting "head and head," or nearly so, the pilot so first deciding shall immediately give two short and distinct blasts of his whistle, which the pilot of the other steamer shall answer promptly by two similar blasts of his whistle, and they shall pass to the left or on the starboard side of each other.

Note.—In the night, steamer will be considered as meeting "head and head" so long as both the colored lights of each are in view of the other.

Rule II. When steamers are approaching each other in an oblique direction, as shown in the diagram of fourth and fifth situations, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other, which latter vessel shall keep her course and speed. The steam vessel having the other on her starboard side indicates by one blast of her whistle her intention to direct her course to starboard and two blasts if directing her course to port; to which the other shall promptly respond, but the giving and answering signals by a vessel required to keep her course shall not vary the duties and obligations of the respective vessels.

Rule III. If, when steamers are approaching each other, the pilot of either vessel fails to understand the course or intention of the other, whether from signals being given or answered erroneously or from other causes, the pilot so in doubt shall imme-

diately signify the same by giving several short and rapid blasts of the whistle; and if the vessels shall have approached within half a mile of each other, both shall be immediately slowed to a speed barely sufficient for steerageway until the proper signals are given, answered, and understood, or until the vessels shall have passed each other.

Vessels approaching each other from opposite directions are forbidden to use what has become technically known among pilots as "cross signals"—that is, answering one whistle with two, and answering two whistles with one. In all cases and under all circumstances, a pilot receiving either of the whistle signals provided in the rules, which for any reason he deems injudicious to comply with, instead of answering it with a cross signal, must at once observe the provisions of this rule.

Rule IV. Whenever a steamer is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steamer approaching from the opposite direction can not be seen for a distance of half a mile, the pilot of such steamer when he shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the whistle, which signal shall be answered by a similar blast, given by the pilot of any approaching steamer that may be within hearing. Should such signal be so answered by a steamer upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but if the first alarm signal of such pilot be not answered, he is to consider the channel clear and govern himself accordingly.

When boats are moved from their docks or berths, and other boats are liable to pass from any direction toward them, they shall give the same signal as in case of boats meeting at a bend; but immediately after clearing the berths so as to be fully in sight they shall be governed by Rule I.

Rule V. The signals, by the blowing of the whistle, shall be given and answered by pilots, in compliance with these rules, not only when meeting "head and head," or nearly so, but at all times when passing or meeting at a distance within half a mile of each other, and whether passing to the starboard or port.

Rule VI. When steamers are running in the same direction, and the pilot of a steamer which is astern shall desire to pass on the right or starboard hand of the steamer ahead, he shall give one short blast of the whistle as a signal of such desire and intention, and shall put his helm to port; or if he shall desire to pass on the left or port side of the steamer ahead, he shall give two short blasts of the whistle as a signal of such desire and intention, and shall put his helm to starboard, and the pilot of the steamer ahead shall answer by the same signals; or if he does not think it safe for the steamer astern to attempt to pass at that point, he shall immediately signify the same by giving several short and rapid blasts of the whistle, and under no circumstances shall the steamer astern attempt to pass the steamer ahead until such time as they have reached a point where it can be safely done, when said steamer ahead shall signify her willingness by blowing the proper signals. The boat ahead shall in no case attempt to cross the

bow or crowd upon the course of the passing steamer.

Every vessel coming up with another vessel from any direction more than two points abaft her beam—that is, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side lights—shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

Open boats on the Great Lakes and their tributaries east as far as Montreal shall not be obliged to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side.

Diagram.

The following diagrams are intended to illustrate the working of the foregoing system of colored lights, and are to be used by pilots, in connection with the rules, as sailing directions on meeting or nearing other steamers.

FIRST SITUATION.

In this situation the two colored lights will be visible to the pilot of each steamer, which will indicate their direct approach "head and head" toward each other. In this situation it is a

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standing rule that both shall put their helms to port and pass to the right, each having previously given one blast of the whistle.

SECOND SITUATION.

In this situation the green light only will be visible to the pilot of each steamer. They are, therefore, passing to starboard,

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which is rutable in this situation, each pilot having previously signified his intention by two blasts of the whistle.

THIRD SITUATION.

In this situation the red light only will be visible to the pilot of each steamer. Both vessels are evidently passing to port,

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which is rutable in this situation, each pilot having previously signified his intention by one blast of the whistle.

FOURTH AND FIFTH SITUATIONS.

When steamers are approaching each other in an oblique direction, as indicated in the diagrams of the fourth and fifth situations so that a continuation of their courses would involve risk of a collision, the vessel which has the other on her own starboard side



shall keep out of the way of the other, and shall, if necessary to do so, slacken her speed or stop and reverse; indicating her intention by either one or two blasts of the whistle, as the circumstances may require, and in accordance with Rule 1 of the Pilot Rules.

SIXTH AND SEVENTH SITUATIONS.

A steamer approaching another crossing her bow at or nearly at right angles, as represented in diagrams of the sixth and seventh situations, shall, if approaching the crossing steamer so near as to involve risk of collision, port her helm, when seeing only the red light of the crossing steamer; and starboard her helm,



if only the green light is in view; at the same time slow or stop and back, if necessary, each steamer to give the whistle signals as provided in Rule 1 of the rules, the crossing steamer to keep course and speed.

Note.—The whistle signals of the above situations must be given in all cases, except as qualified by Rule 111, Pilot Rules.

The manner of fixing the colored light should be particularly attended to. They will require to be fitted each with a screen, of wood or canvas, on the inboard side and close to the light, in order to prevent both being seen at the same moment from any direction but that of right ahead to 2 points abaft the beam.

This is important, for without the screens any plan of bow lights would be ineffectual as a means of indicating the direction of steering. This will be readily understood by a reference to the preceding illustrations, where it will appear evident that in any situation in which two vessels may approach each other in the dark the colored lights will instantly indicate to both the relative course of each; that is, each will know whether the other is approaching directly, or crossing the bows either to starboard or port.

This intimation, with the signals by whistle, as provided, is all that is required to enable vessels to pass each other in the darkest night with almost equal safety as in broad day.

Steering and Sailing Rules.

SAILING VESSELS.

Rule 16. When two sailing vessels are approaching one another so as to involve risk of collision one of them shall keep out of the way of the other, as follows, namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is closehauled.

(b) A vessel which is closehauled on the port tack shall keep out of the way of a vessel which is closehauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When they are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

STEAM VESSELS.

Rule 17. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each shall pass on the port side of the other.

Rule 18. When two steam vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Rule 19. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision the steam vessel shall keep out of the way of the sailing vessel.

Rule 20. Where, by any of the rules herein prescribed, one of two vessels shall keep out of the way, the other shall keep her course and speed.

Rule 21. Every steam vessel which is directed by these rules to keep out of the way of another vessel, shall on approaching her, if necessary, slacken her speed or stop or reverse.

Rule 22. Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

Rule 23. In all weathers every steam vessel under way in taking any course authorized or required by these rules shall indicate that course by the following signals on her whistle, to be accompanied whenever required by corresponding alteration of her helm; and

every steam vessel receiving a signal from another shall promptly respond with the same signal, or, as provided in Rule Twenty-six.

One blast to mean, "I am directing my course to starboard."

Two blasts to mean, "I am directing my course to port." But the giving or answering signals by a vessel required to keep her course shall not vary the duties and obligations of the respective vessels.

Rule 25. In all channels less than five hundred feet in width, no steam vessel shall pass another going in the same direction, unless the steam vessel ahead be disabled or signify her willingness that the steam vessel astern shall pass, when the steam vessel astern may pass, subject, however, to the other rules applicable to such a situation. And when steam vessels proceeding in opposite directions are about to meet in such channels, both such vessels shall be slowed down to a moderate speed, according to the circumstances.

Rule 26. If a pilot of a steam vessel to which a passing signal is sounded deems it unsafe to accept and assent to said signal, he shall not sound a cross signal; but in that case, and in every case where the pilot of one steamer fails to understand the course or intention of an approaching steamer, whether from signals being given or answered erroneously, or from other causes, the pilot of such steamer so receiving the first passing signal, or the pilot so in doubt, shall sound several short and rapid blasts of the whistle; and if the vessels shall have approached within half a mile of each other both shall reduce their speed to bare steerage-way, and, if necessary, stop and reverse.

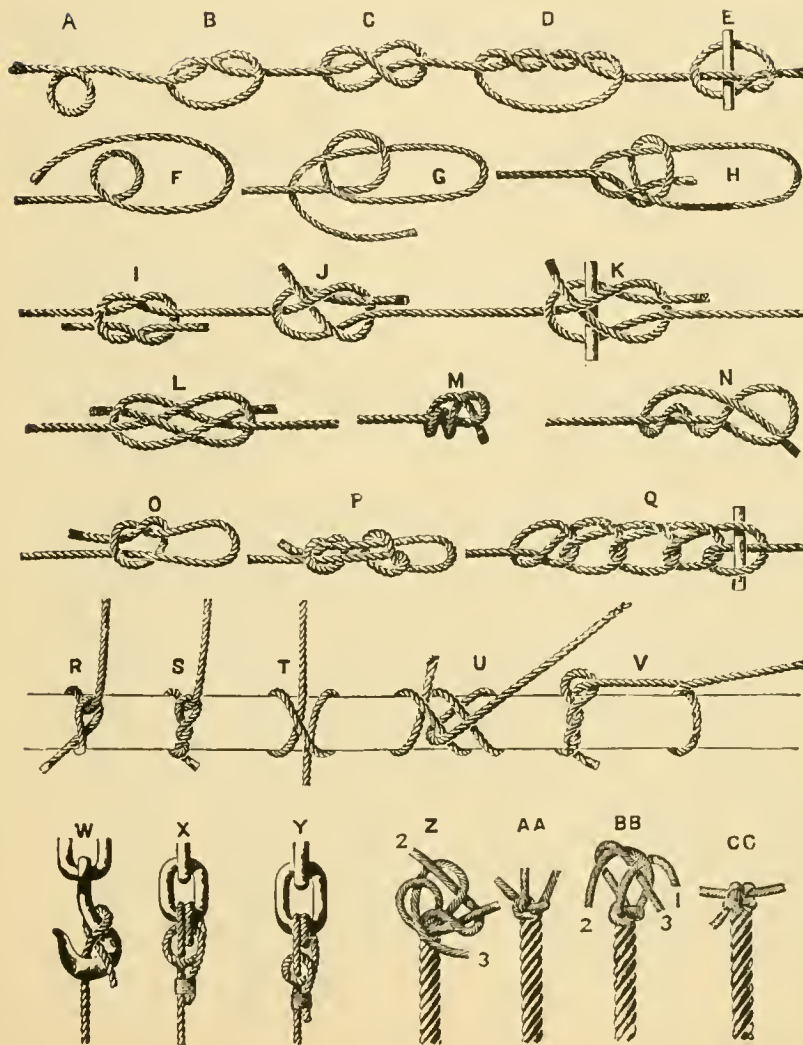
Rule 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

Rule 28. Nothing in these rules shall exonerate any vessel or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of a neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Sec. 4. That all laws or parts of laws, so far as applicable to the navigation of the Great Lakes and their connecting and tributary waters as far east as Montreal, inconsistent with the foregoing rules are hereby repealed.

Sec. 5. That this act shall take effect on and after March first, eighteen hundred and ninety-five.

How To Make Knots, Bends and Hitches.



Even pretty good amateur sailors are sometimes deficient in the matter of "making fast." What, then, must be expected of one with no experience. For his benefit and possibly the more experienced, too, we publish a few hints worth studying, through the courtesy of George B. Carpenter & Co., of Chicago, ship and yacht chandlers.

A great number of knots have been devised, of which a few only are illustrated, but those selected are the most frequently used. In the illustration they are shown open or before being drawn taut, in order to show the position of the parts. The names usually given to them are:

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| A—Bight of a rope. | O—Slip knot. |
| B—Simple or overhand knot. | P—Flemish loop. |
| C—Figure 8 knot. | Q—Chain knot with toggle. |
| D—Double knot. | R—Half-hitch. |
| E—Boat knot. | S—Timber-hitch. |
| F—Bowline, first step. | T—Clove-hitch. |
| G—Bowline, second step. | U—Rolling-hitch. |
| H—Bowline, completed. | V—Timber-hitch and half-hitch. |
| I—Square or reef knot. | W—Blackwall-hitch. |
| J—Sheet bend or weavers' knot. | X—Fisherman's bend. |
| K—Sheet bend with toggle. | Y—Round turn and half-hitch. |
| L—Carriack bend. | Z—Wall knot commenced. |
| M—Stevedore knot complete. | AA—Wall knot completed. |
| N—Stevedore knot commenced. | BB—Wall knot crown commenced. |
| | CC—Wall knot crown completed. |

The principle of a knot is that no two parts which would move in the same direction if the rope were to slip, should lie alongside of and touching each other.

The bowline is one of the most useful knots; it will not slip, and after being strained, is easily untied. It should be tied with facility by everyone who handles rope. Commence by taking a bight in the rope, then put the end through the bight and under the standing part, as shown in G, then pass the end again through the bight, and haul taut.

The square or reef knot must not be mistaken for the "granny" knot that slips under a strain. Knots H, K, M, are easily untied after being under strain. The knot M is useful when the rope passes through an eye and is held by the knot, as it will not slip and is easily untied after being strained.

The timber hitch S looks as though it would give way, but it will not; the greater the strain the tighter it will hold. The wall knot looks complicated but is easily made by proceeding as follows: Form a bight with the strand 1 and pass the strand 2 around the end of it, and the strand 3 around the end of 2 and then through the bight of 1, as shown in Z. Haul the ends taut when the appearance is as shown in AA. The end of the strand 1 is now laid over the center of the knot, strand 2 laid over 1 and 3 and 2, when the end of 3 is passed through the bight of 1, as shown in BB. Haul all the strands taut, as shown in CC.

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Lightning. Dash cold water over the person struck.

Sunstroke. Loosen clothing. Get patient into shade and apply ice-cold water to head.

Mad Dog or Snake Bite. Tie cord tight above wound. Suck the wound and cauterize with caustic or white hot-iron at once, or cut out adjoining parts with a sharp knife.

Venomous Insects stings, etc. Apply weak Ammonia, Oil, Salt Water or Iodine.

Fainting. Place flat on back, allow fresh air and sprinkle with water.

Tests of Death. Hold mirror to mouth. If living, moisture will gather. Push pin into flesh. If dead the hole will remain, if alive it will close up.

Cinders in the Eye. Roll soft paper up like a lamp lighter and wet the tip to remove, or use a medicine dropper to draw it out. Rub the other eye.

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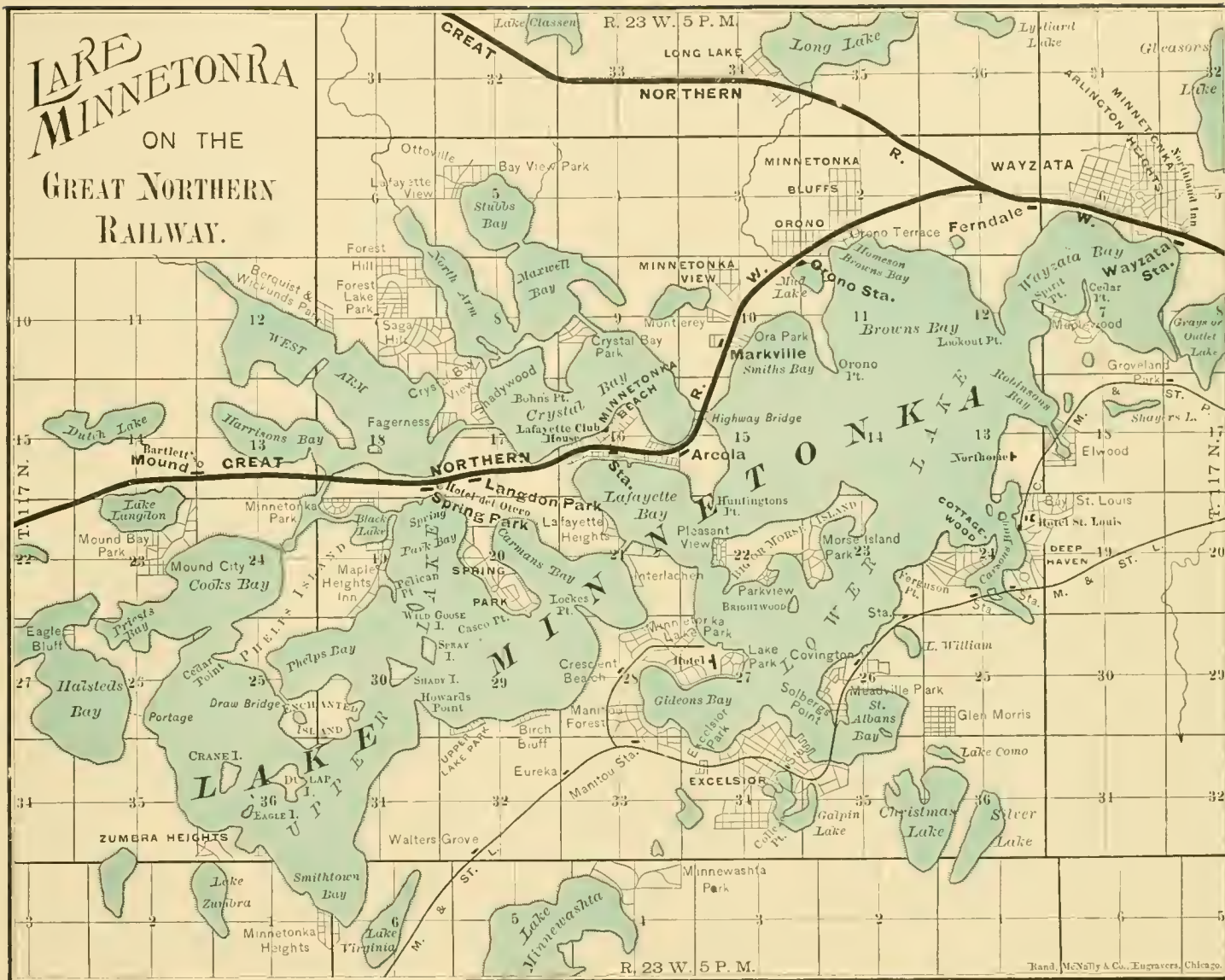
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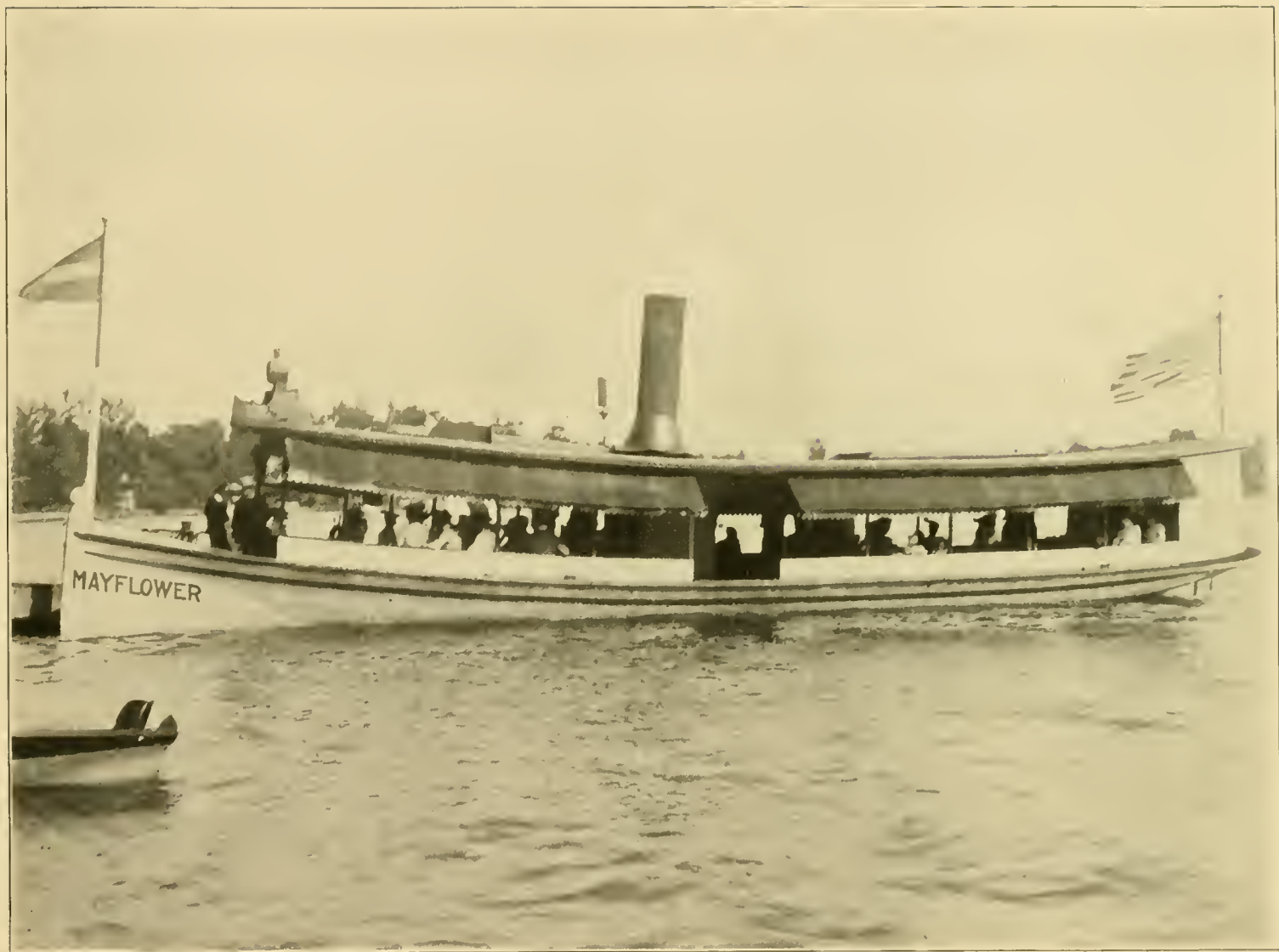
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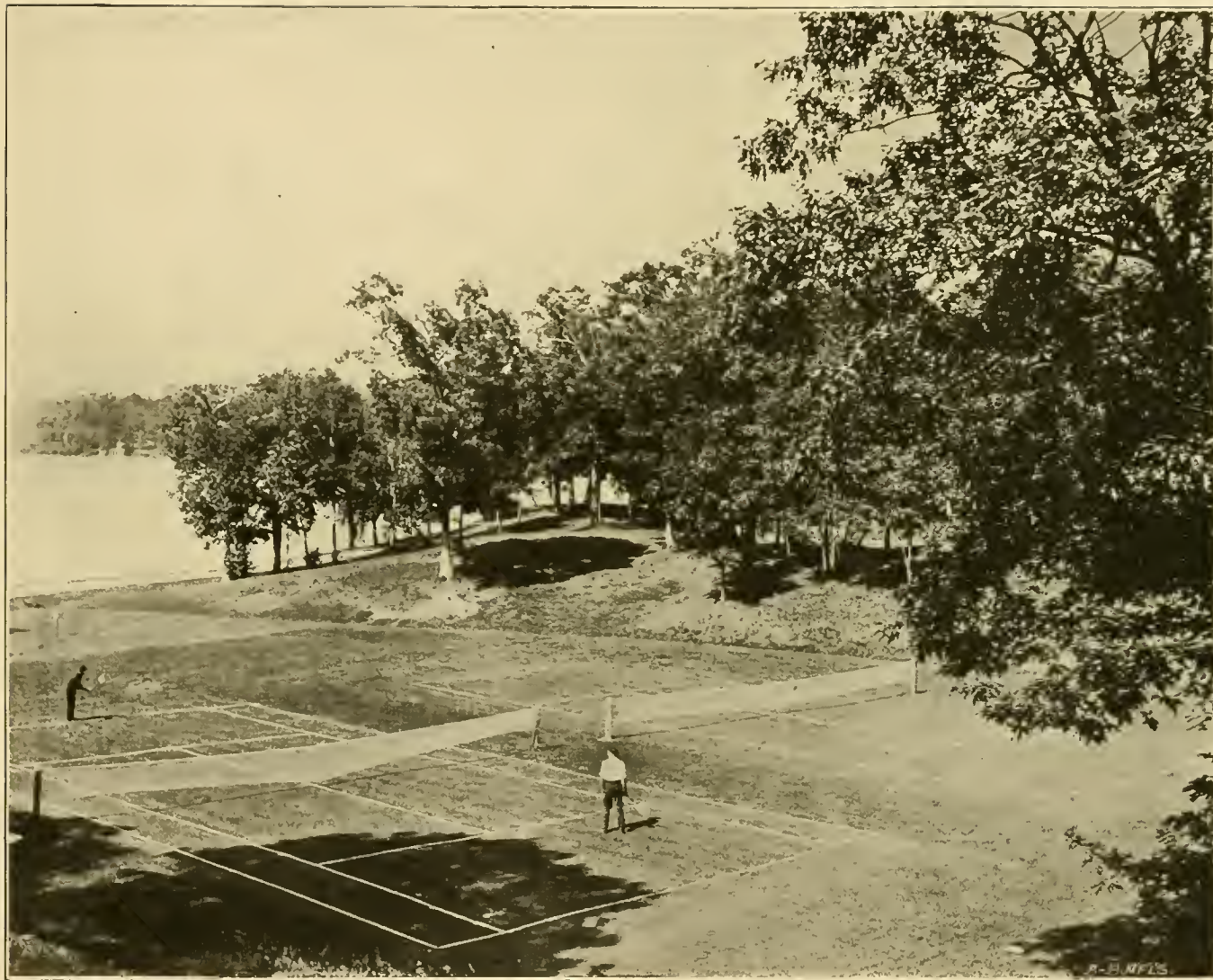
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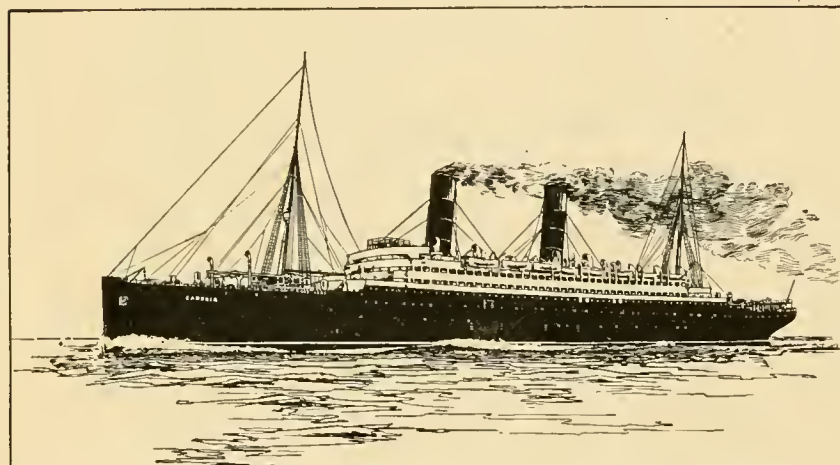


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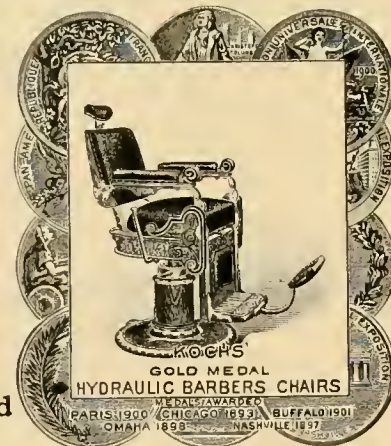
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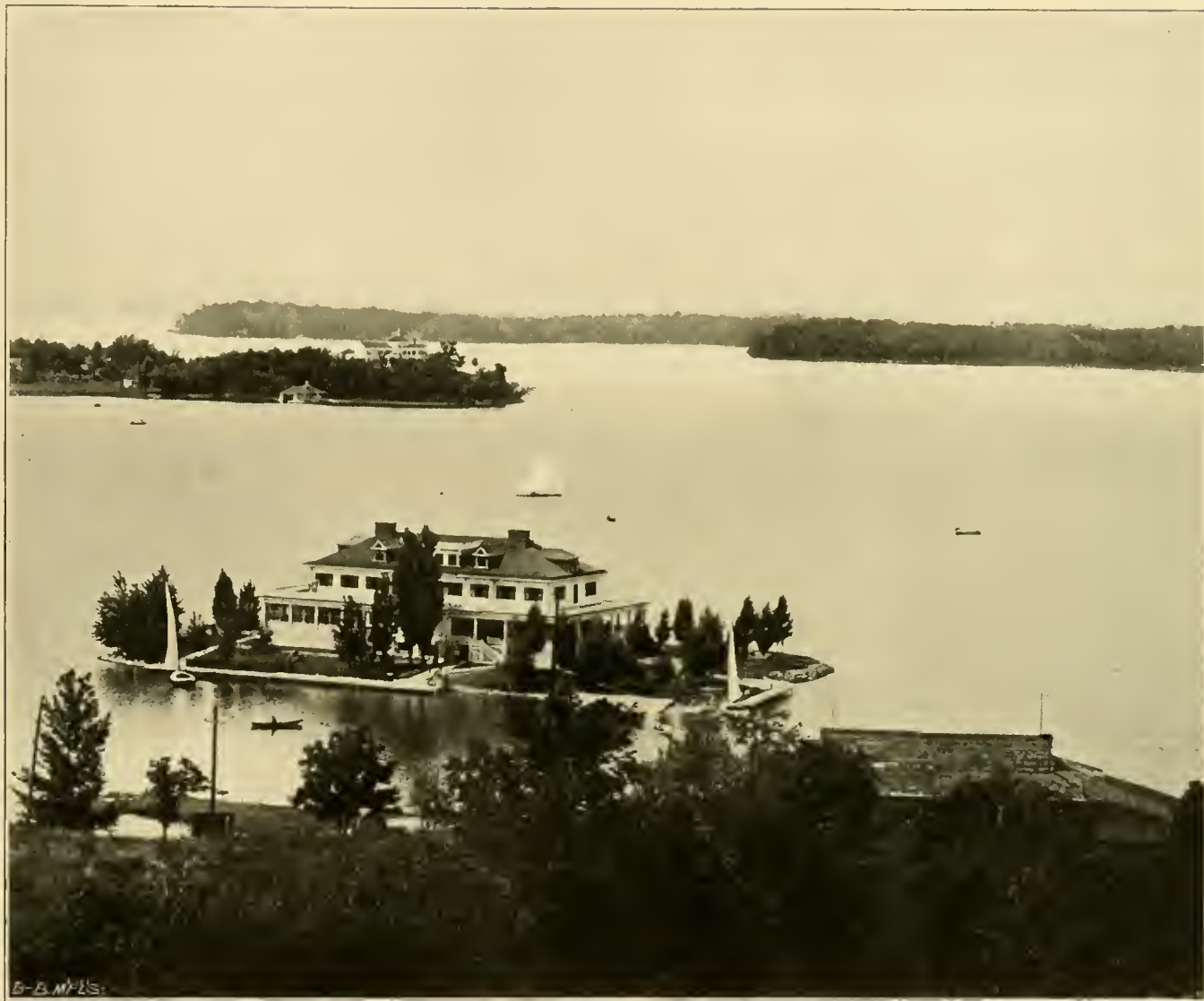
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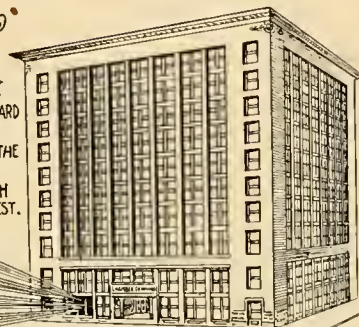
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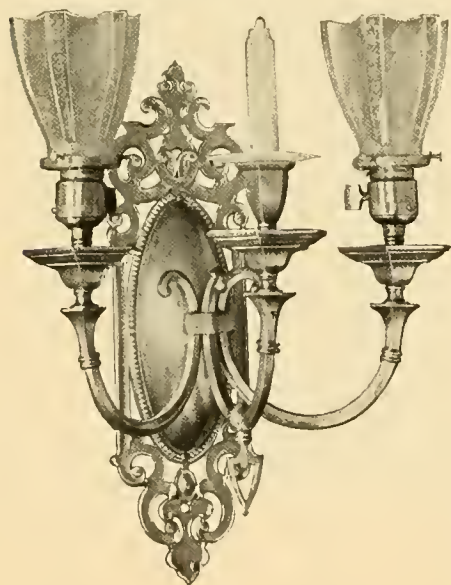
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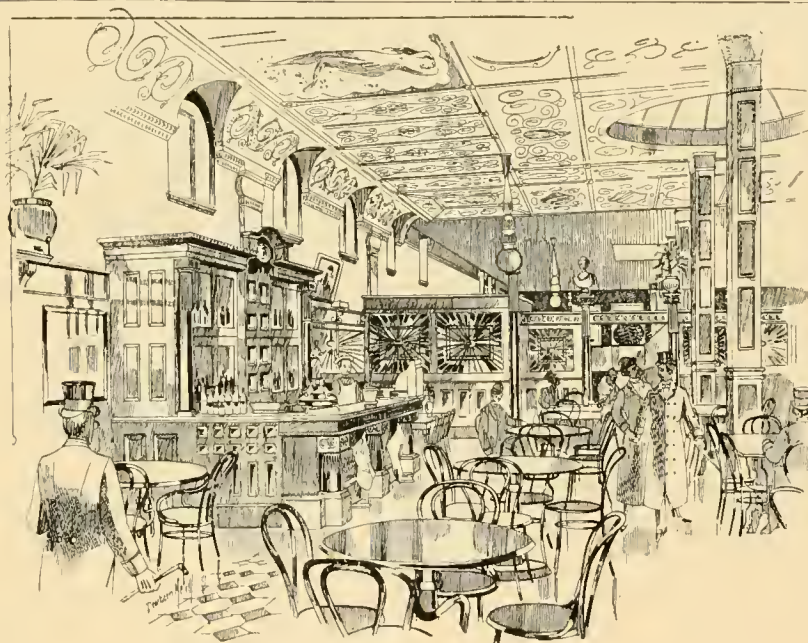
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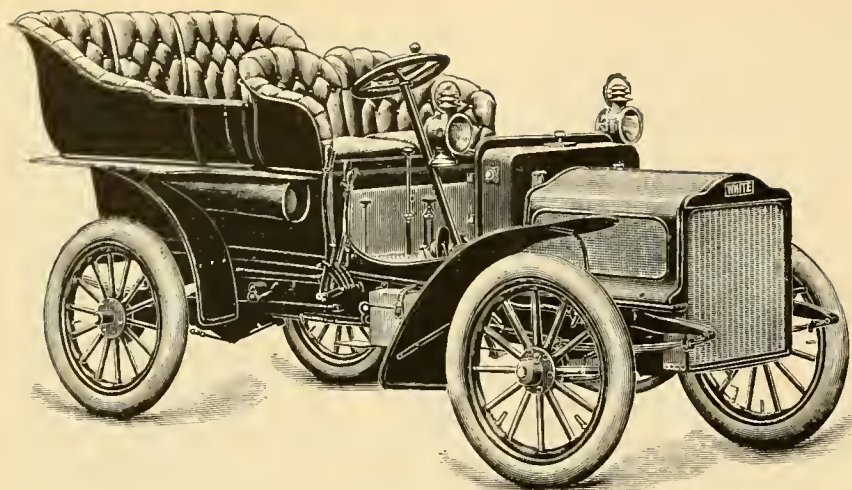
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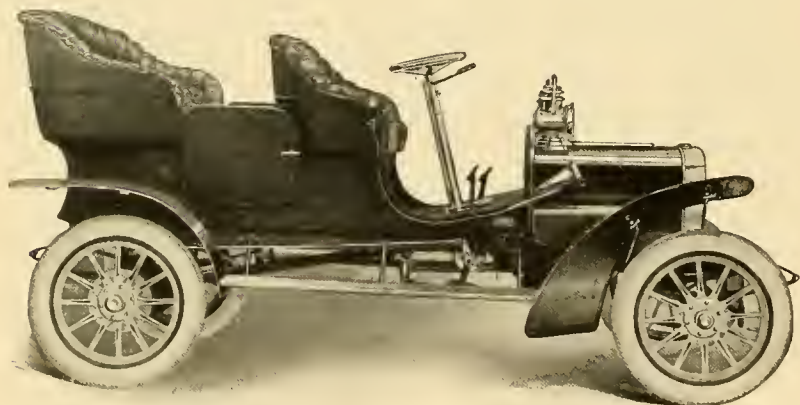
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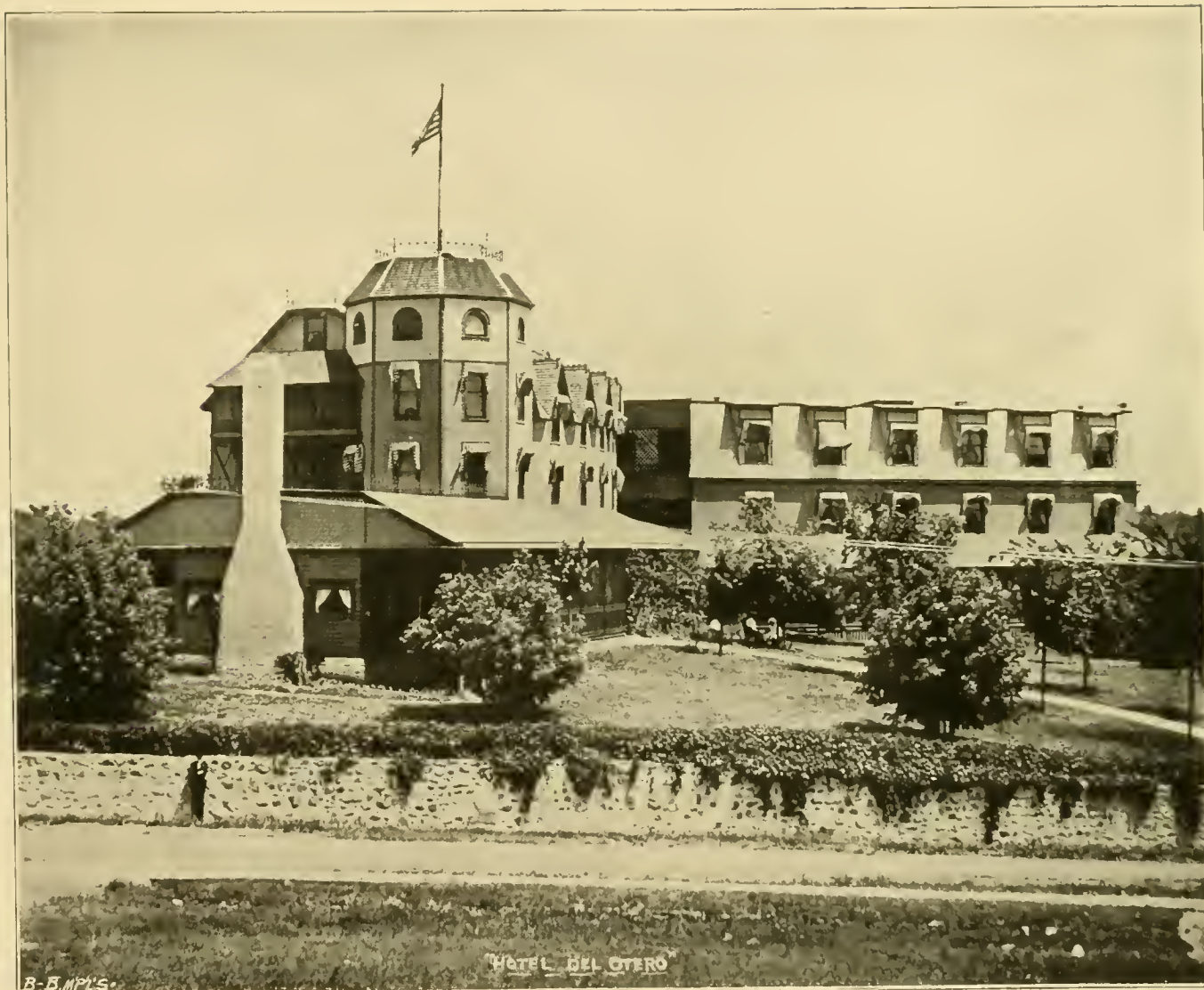
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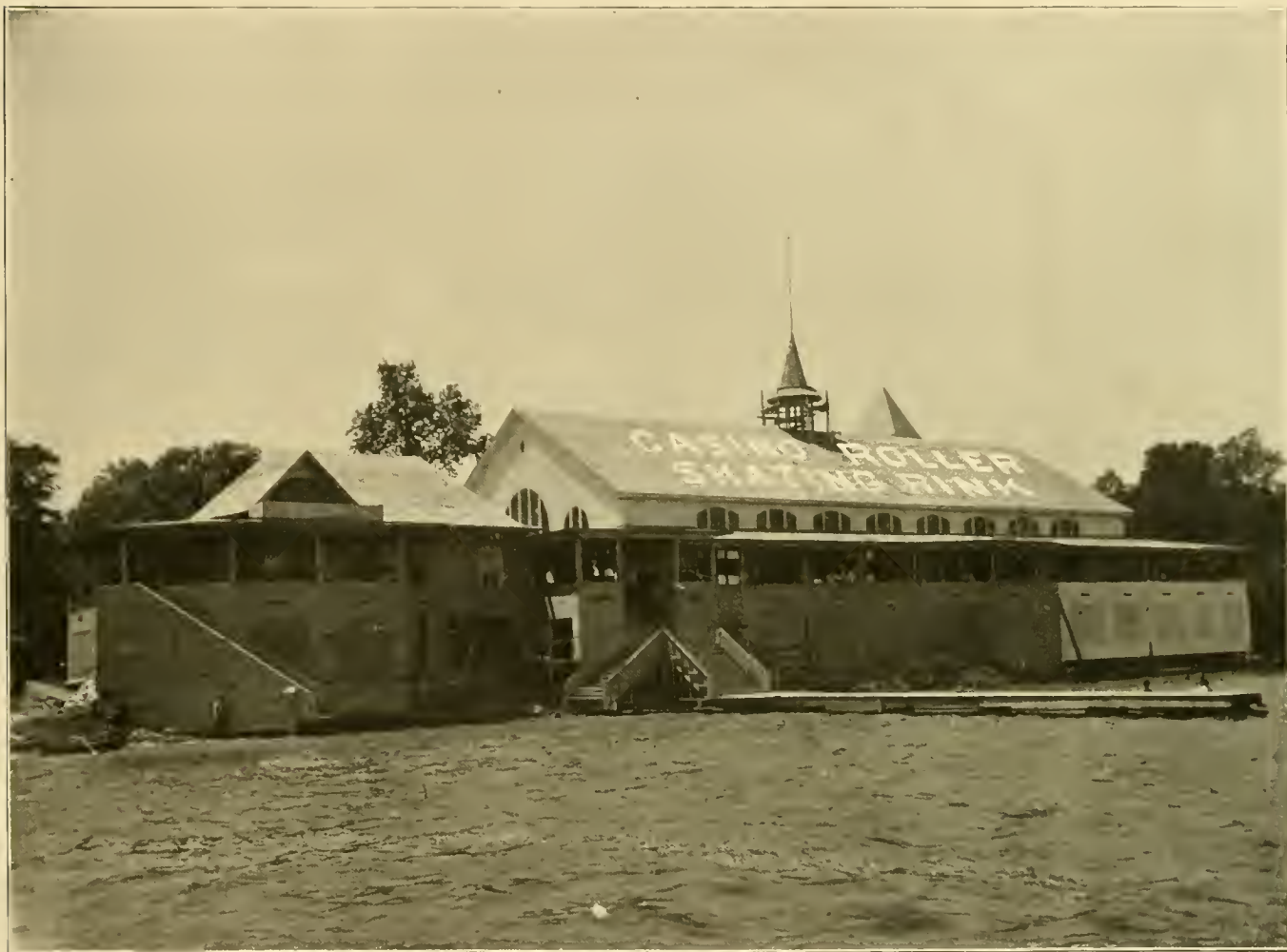
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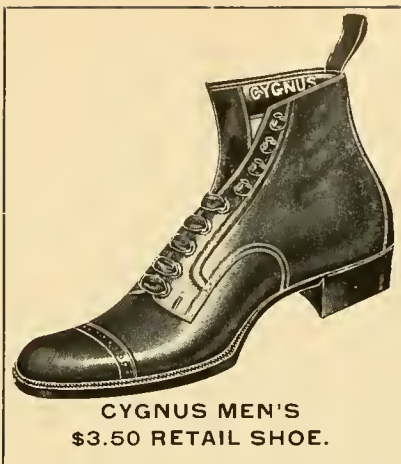
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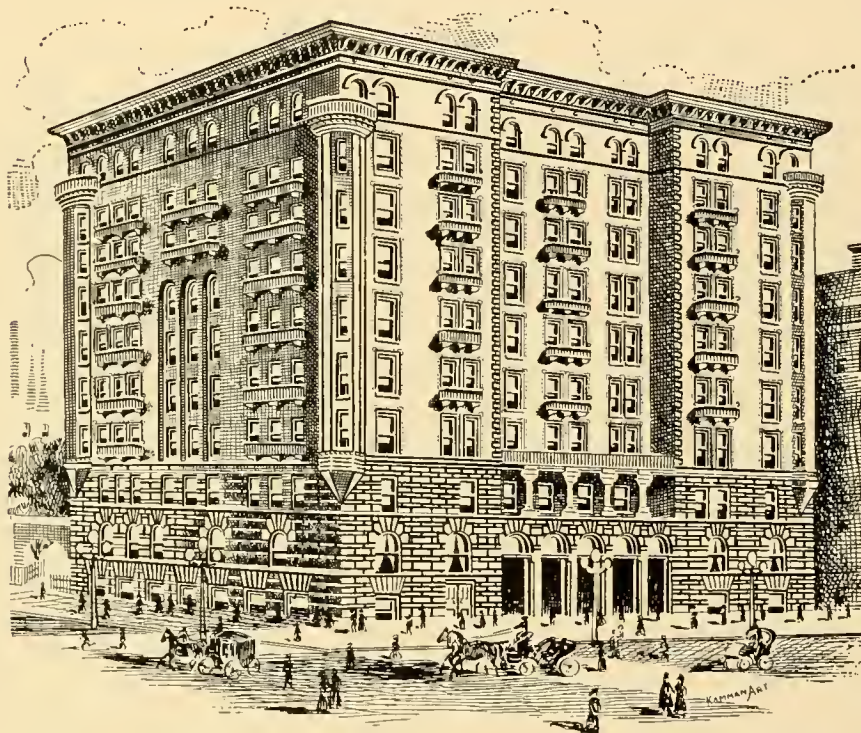
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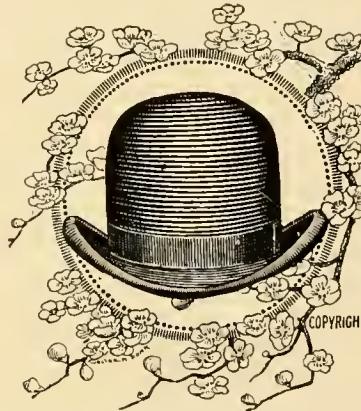
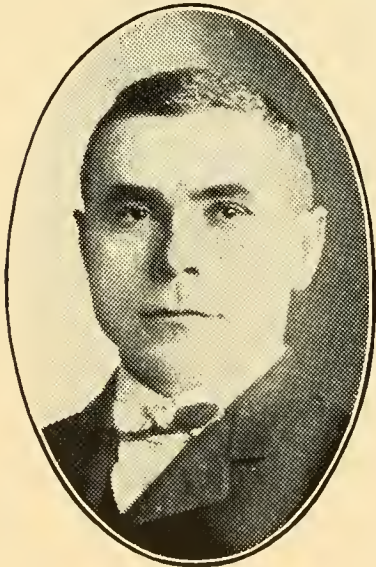
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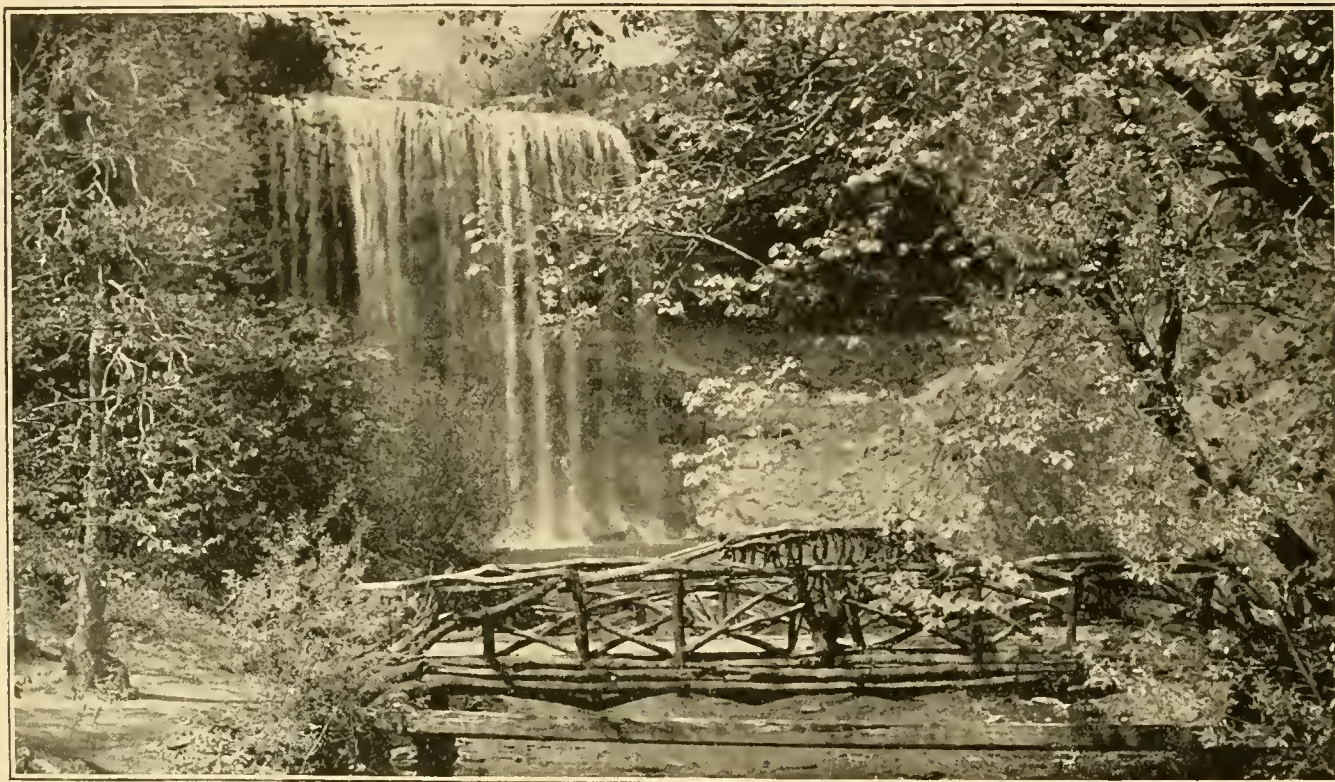


View of Katahdin From Lake.



Carriage Approach to Katahdin, Lucian Swift's Summer Home.

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Minnehaha Falls and Park; Minnehaha Falls car on Washington Ave. S.

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Fairview Park; Lyndale and 26th Ave. N., take Camden Place car.

Lovell Park; James and Lovell Aves. N. and Oak Park Place, take 6th Ave. N. car.

Loring Park; Hennepin Ave. car to Oak Grove St.

Murphy Park; 24th Ave. S. and 7th St., Riverside or Minnehaha car to 22nd Ave. S.

Riverside Park; 27th Av. S. and 8th St. Riverside or Minnehaha car to 27th Av. S.

Nicollet Island; In Mississippi river, end of Steel Arch Bridge.

Public Library; Hennepin Av. and 10th St.

Lumber District; On west side of river above 4th Ave. N., take Camden Place car to 20th Av. N.

State University; University & 14th Av. S. E., Como or Interurban car.

Washburn Home; Nicollet Av. and 50th St., Washburn Park car on 1st Ave. S.

Washburn Residence; Fair Oaks, Stevens Av. and E 24th St., 4th Av. S. car.

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Court House and City Hall; Between 3rd and 4th Av. S. and 4th and 5th St.

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DIGEST OF MINNESOTA'S NEW GAME LAW 1905.

LICENSE for resident hunters, \$1; non-residents, \$10 for small game, \$25 for big game. Resident farmers exempted from license for hunting in the respective counties in which they reside.

Open season for turtledove, snipe, prairie chicken, pinnated, white-breasted or sharp-tailed grouse, woodcock, upland plover and golden plover, Sept. 1 to Nov. 1. Not over 45 birds allowed per hunter.

Open season for quail, partridge, ruffed grouse and pheasants, Oct. 1 to Dec. 1. Limit per hunter, not over 15 birds killed per day, nor more than 50 permitted in possession of each hunter.

Sale of elk, moose or caribou, deer or fawns, or shipment of same outside the state, prohibited.

Open season for deer, male moose or male caribou, Nov. 10 to Nov. 30. No hunter to kill more than two deer, one moose or one caribou.

Shipment of game only allowed to county where hunter's license was issued and when properly tagged.

No game allowed in possession five days after close of open season. No cold storage of game permitted.

Catching or killing of muskrat, mink, otter or beaver prohibited between the months of April 1 and Nov. 1.

Open season for trout (except lake trout), black, gray or Oswego bass, May 29 to March 1; all other fish, May 1 to March 1. Limit 25 fish per day. Sale of trout and bass prohibited prior to Jan. 1, 1909.

Nets may be used to catch white fish or trelipies, Nov. 10 to Dec. 10, on permit from state game and fish commission. Licenses for certain varieties of net fishing cost, for state waters, \$5; interstate, \$25.

Destruction of nests and eggs of protected birds prohibited.

Rough fish, carp, pickerel, suckers, redhorse, catfish, dogfish, buffalo fish, etc., may be taken by spearing and with use of lights at any time and in any quantity.

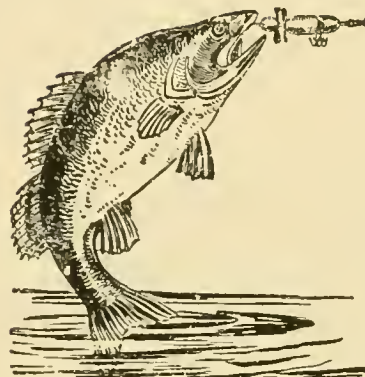
Catching of fish in any manner less than six inches in length, prohibited. No shipping of fish allowed.

No spring shooting of ducks.

Non-residents of big game \$25 license may ship deer out of state; nothing else.

No training of hunting dogs in open fields allowed before Sept. 1.

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To reach Chapman's by rail, take Great Northern road at Union Depot, Minneapolis, getting off at Mound (not at Spring Park, as formerly) and walk $\frac{1}{4}$ mile south, or take buss which meets all trains. There are 7 trains a day each way.

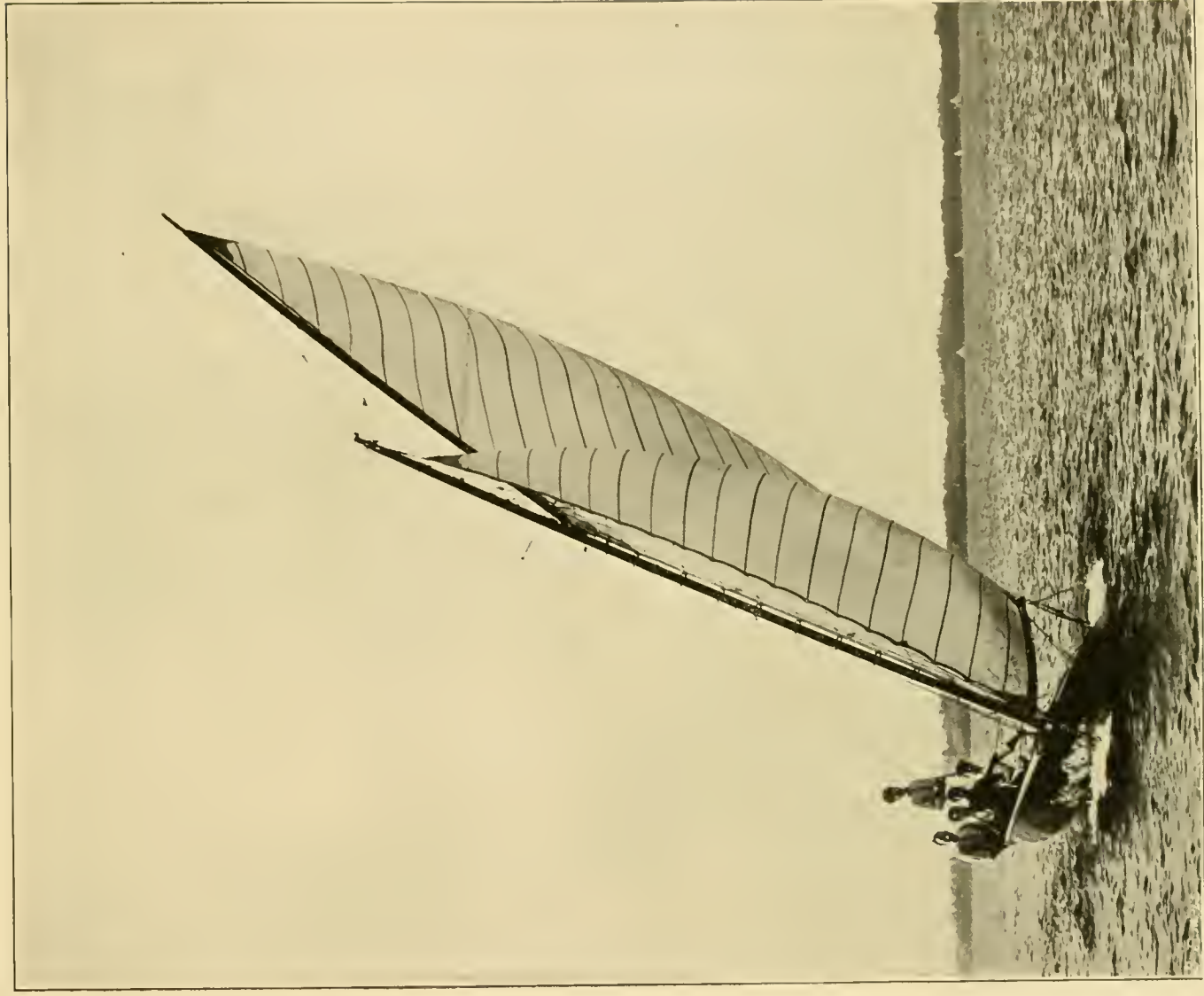
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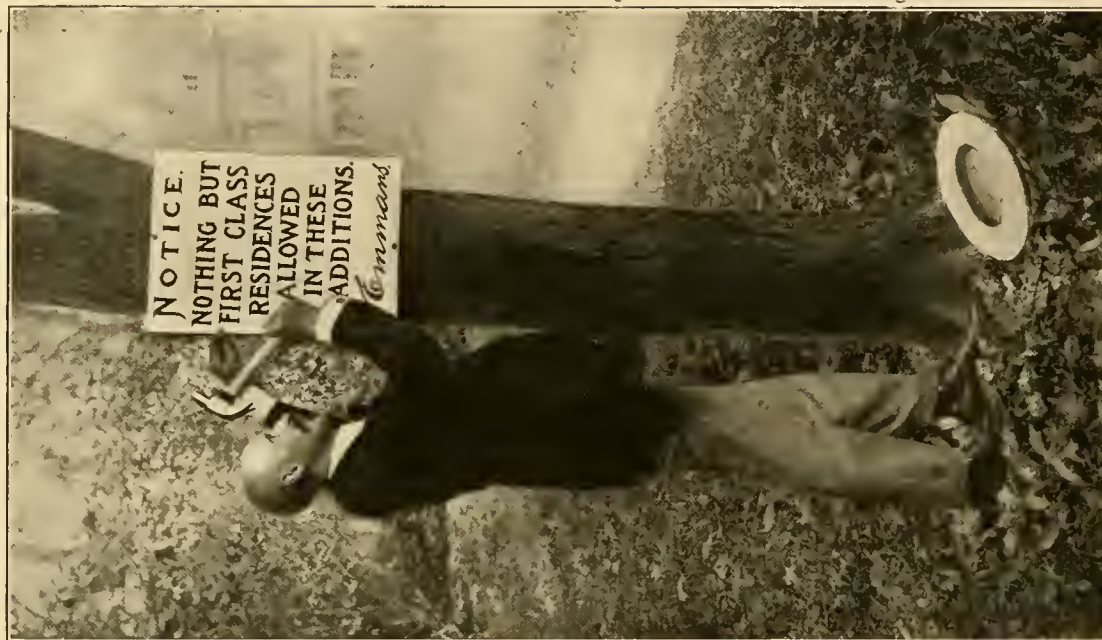
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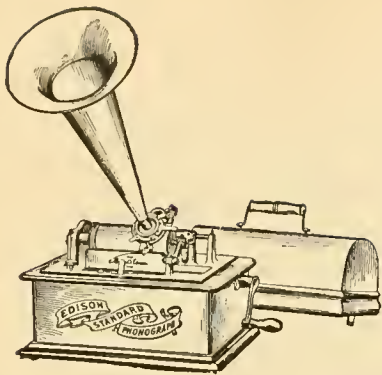
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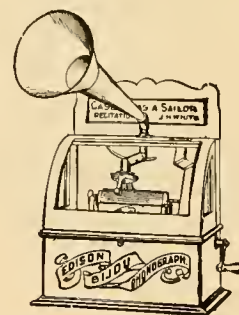
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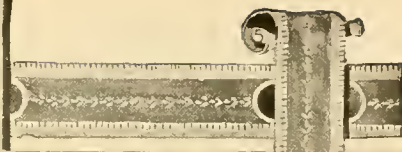
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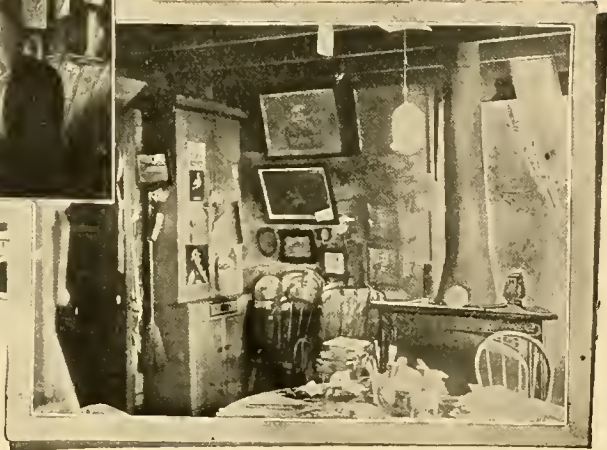
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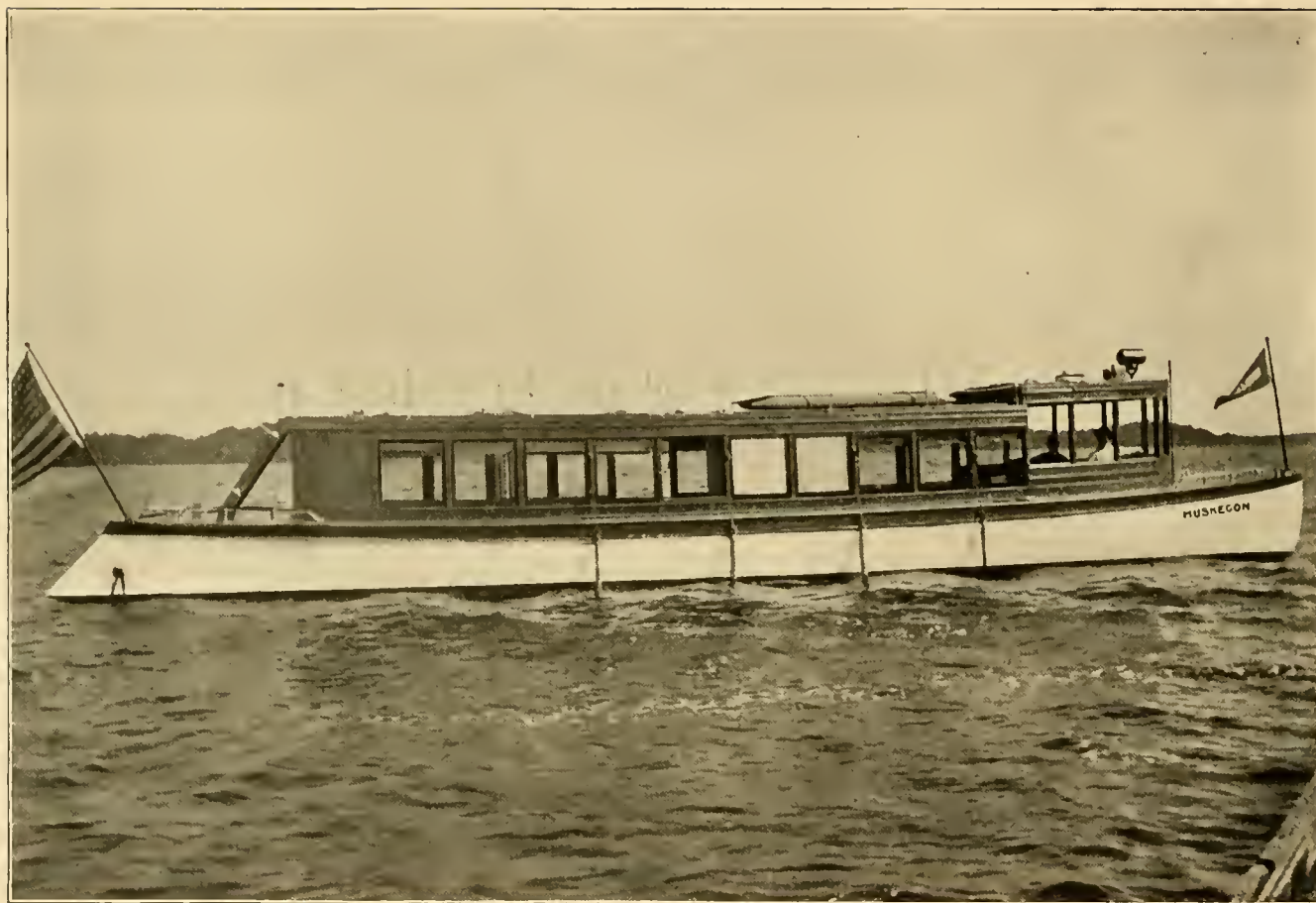
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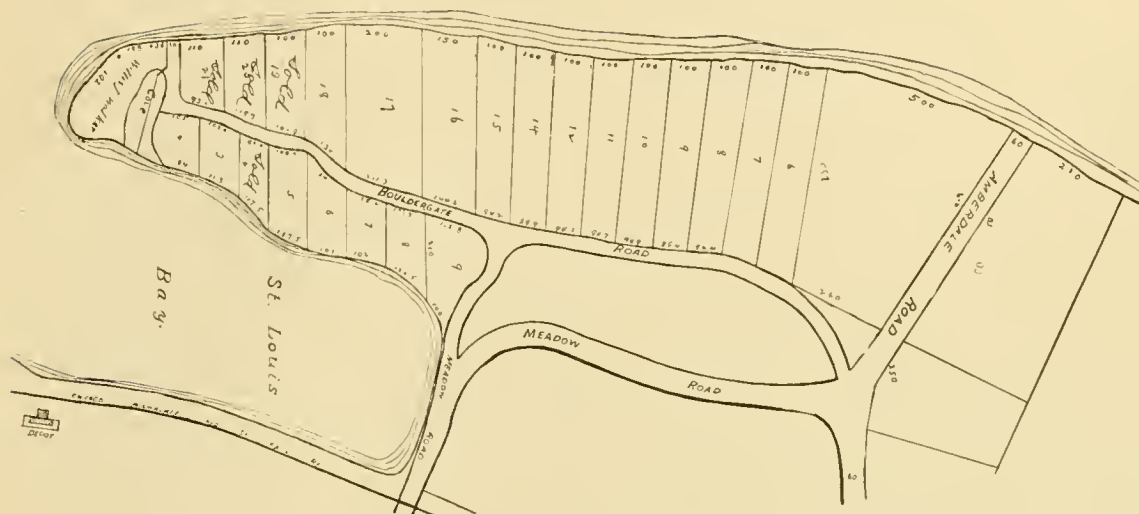


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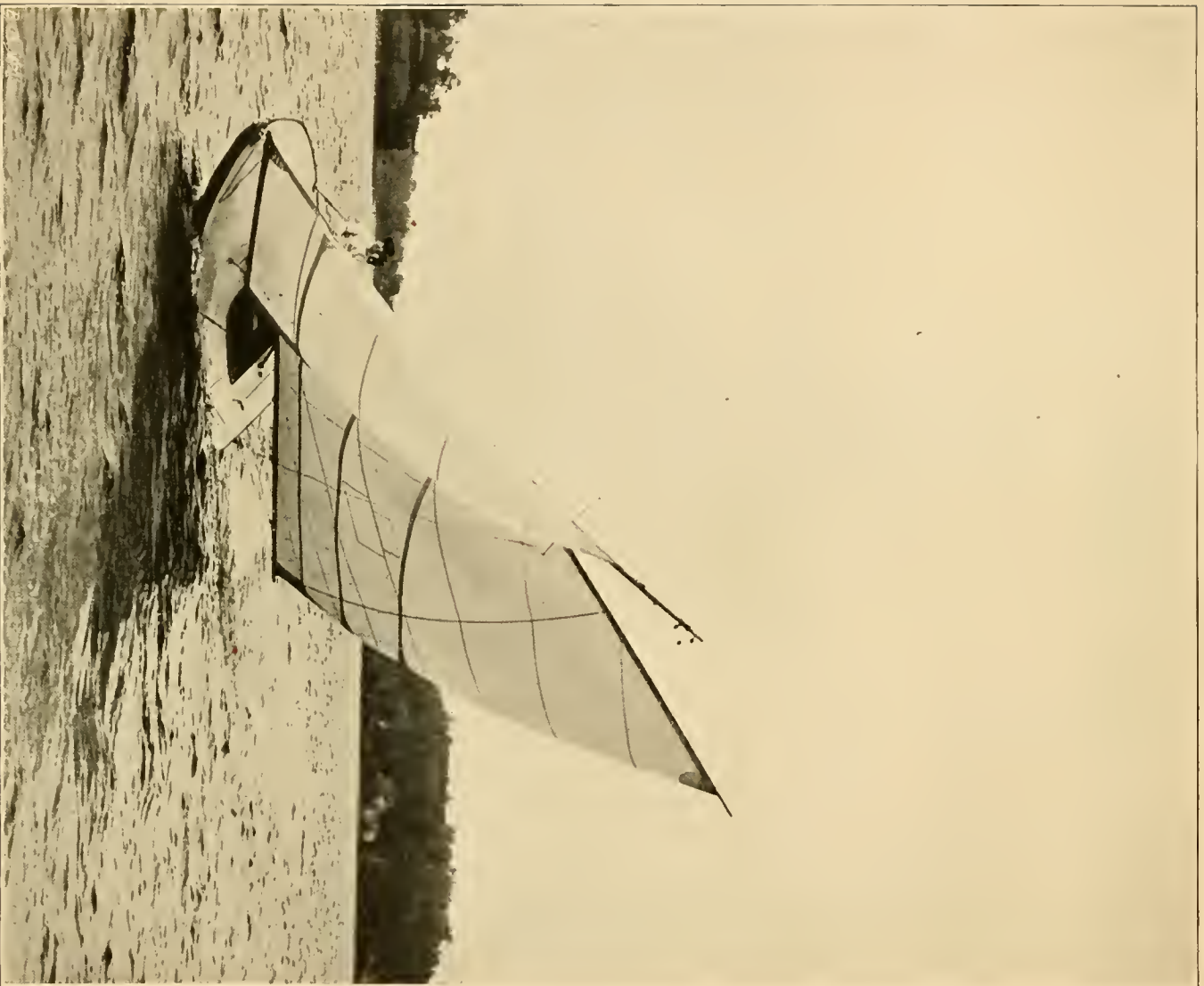
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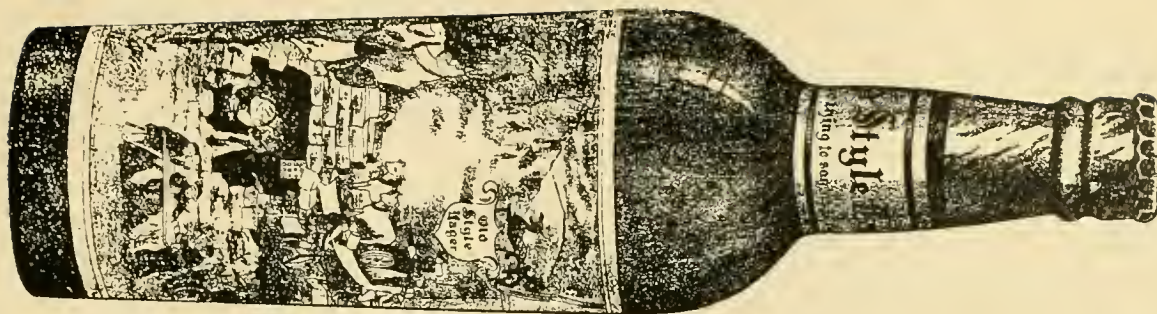
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A Rare Museum Rug.

When some one hundred and thirty years ago, Russia took the extreme south western part away from the Persian kingdom and made it Caucasian province, the Mohammedan inhabitants of this part of the new Russian empire were extremely dissatisfied with the new government, because of the Russian governments efforts to coerce the Mohammedans by all means, fair and foul, to change their religion from the Mohammedan faith to that of the Greek Catholic and ever since, these Caucasian people have endeavored to express to their former ruler, the Shah of Persia, their unflinching devotion and faithfulness and at various times they have used the loom to express their sentiments.

Years ago, an old Persian silk rug came into the possession of an American Importer, which at one time belonged to the Russian Governor of the Caucasus. This rug had been presented to him by some Mohammedan subjects and the Governor was very proud of the gift, until he found out the meaning of the designs in the rug, after which he sold it as quickly as possible for whatever he could get for it. This rug had in symbolical Persian writing the whole story of the conquest of the Caucasus by the Russians and symbolized the fact clearly that while the Mohammedan subjects were conquered by force, their minds and souls remained Persian.

The Museum Rug, from which this picture is taken was sent a great many years ago by a delegation of Caucasian Mohammedans to Teheren, the capitol of Persia, it is a prayer rug with the portrait of the Shah woven in the center.

This rug is interesting from an ethnological stand point also, it shows the more liberal spirit of religious observation, which the Russian conquest has worked in the Mohammedan mind. The true Mohammedan would never weave a picture of any living thing, be it human or animal into a rug, or even attempt to paint it; as the Mohammedan religion strictly forbids. The Persians who have lived away from the Mohammedan influence for quite a few years have forgotten more or less this part of the Mohammedan law, and in this rare specimen of a Kabistan rug have not only woven a picture, but the very picture of their beloved Shah.

This rug, exceedingly fine in quality, harmonious and soft in color and a rare curiosity and is on exhibition in our store.



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DEAR SIR:—I thank you for your letter of the 15th ult., and for all the trouble you have taken to bring "International Stock Food" to my notice. The merits of "International Stock Food" for horses in a poor condition were not unknown to me before your communication came to hand, but I had not given it close attention as a possible medicine for other animals in trouble. A recent trial of the food with a pen of pigs suffering from what I diagnosed as "Erysipelas Pleuro-Enteritis" certainly proved most successful. After losing two hogs within three days out of a pen of seven, I commenced feeding "International Stock Food" liberally to the remainder, all of which had refused to eat the ordinary food and were sick. On the fourth day a third hog died, but the remaining four rapidly recovered and are now well. I took the precaution to feed "International Stock Food" to all pigs on the farm and adjoining pens during this outbreak, and quite believe have saved myself from serious loss by adopting your remedy. I am, Dear Sirs, O. H. HANSON, Director.

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